

# Salmon Trout

A DELICACY NEW TO HONOLULU.

Salmon, Halibut, Smelts

THESE ARRIVED YESTERDAY AND ARE PARTICULARLY GOOD FISH.

Metropolitan Meat Market

HEILBRON &amp; LOUIS

TELEPHONE 3445

HIGH CLASS

Upholstery and Drapery Work  
J. HOPP & CO., Ltd.

THE ONLY COMPLETE CAR

Electrically Self Started and Lighted INTER STATE

MODEL 40—5 Passenger, Fore Door Touring Car.

MODEL 41—4 Passenger Demi Tonneau.

MODEL 42—Roadster type—all with the splendid new

en bloc motor, 4 1/2 in. bore, 5 1/2 in. stroke; 40 H.P.

MODEL 50—7 Passenger, Fore Door Touring Car.

MODEL 51—4 Passenger, Demi Tonneau.

MODEL 52—Roadster type—all with the new "T" head

5 in. bore, 6 in. stroke motor; 50 H.P.

\$2700

\$3700

GEO. W. MOORE

Demonstrator and Selling Agent.

Telephone 1902.

New Goods Now on Display

Japanese Bazaar

1137 Fort St

Below Convent

French Laundry,

Established 1890

DRY CLEANING BY ABADIE'S FRENCH METHOD. THE ONLY SAFE DRY CLEANING USED IN THE ISLANDS.

777 KING STREET JOHN ABADIE, Prop. PHONE 1481

Give Your Grocer An Order Today for  
A Package of

# CRISCO

Better Than Butter For Cooking

# CRISP CRACKERS

Love's Bakery

# Keep Cool!

It takes more than the suggestion to keep cool these days. It really can be done only with an

# Electric Fan

Just attach it to the chandelier in place of a lamp. It uses less current than a 16-candlepower lamp.

We have them complete from

# \$10.00 up

The Hawaiian Electric Co., Ltd.



LAUNDRY MESSENGER BOY  
PARCEL DELIVERY

PHONE 1861

We know everybody and understand the business.

Phone 2295 Reaches  
Hustace-Peck Co., Ltd.

L KINDS OF ROCK AND SAND FOR CONCRETE WORK.  
REWOOD AND COAL.  
88 QUEEN STREET.

P. O. BOX 219

## HILO RAILROAD PLANS AND HOMESTEADING POSSIBILITIES AS DISCUSSED BY L. A. THURSTON

Interesting Testimony Brought  
Out by Investigation  
of Fisher

[Taking up Mr. L. A. Thurston's statement before Secretary Fisher where it was discontinued yesterday the Star-Bulletin publishes below some of the most interesting facts and opinions brought out during the investigation. The Hilo railroad's acquisition of property was under discussion.]

Fisher: Mr. Ashford, perhaps if you have any questions to ask in regard to this particular railroad matter, they might be asked now.

Ashford: Mr. Thurston, did I correctly understand you to state that when you first applied for Kulu Bay you applied for 17 acres?

Thurston: 70 acres.

Ashford: Have you any idea, Mr. Thurston, that that 40 acres which was stated to be 45 in Hilo—

Thurston: Possibly it is 45—now that I think of it, it is 45 acres.

Ashford: Have you any idea that within a reasonably near time those 45 acres will be required by the Hilo Railroad Company for strictly railroad purposes?

Future Development.

Thurston: I think so, and I will give my reasons. In the first place, the railroad company has heretofore been using approximately 20 acres at Waiala. When the Paailo extension is completed, we will have 89 1/2 miles of railroad. There is, as I have stated, five times as much business in that district north of Hilo as there is south. The possibilities of railroad extension on that island, which is larger than the State of Connecticut, are limited only by a vivid imagination.

Where the railroad is going, I don't know. I think it is a moral certainty that it will go to Kukulale, which is 15 miles further in that direction. It will certainly go to Waimea, where the government has a very large tract that can be opened for homesteads—the very best kind of land. It will take thirty miles to go to the village of Waimea. It is a moral certainty that the railroad will go to the district of Kau from the present terminus of the Hutchinson plantation. On two different occasions the Hutchinson people have applied to the railroad company to know whether they would go there. The reply was that there was not business from the plantation alone to warrant the railroad going there. I think—it is a moral certainty that it will eventually go there.

Ashford: I understand you to say 60 miles—

Thurston: The extension will be by way of Puna, which will be about 10 miles further, but it will go over almost level grade, whereas by way of Glenwood it would be a steep climb. There are in the upper part of Oahu 20,000 acres belonging to the government which can be homesteaded. There is belonging to the Bishop Estate, back of the Volcano House, partly wooded, an even larger tract of magnificent land—that will require another 30 or 40 miles of railroad up in that vicinity. That has left out entirely any possible extensions to the Kohala or Kona districts.

Line Around Hawaii.  
It is entirely within the possibilities that finally this railroad system will go entirely around the island of Hawaii. Under those circumstances, I think that instead of 40 acres being enough, that before we get through the 70 acres I asked for will be too small.

Fisher: Now, Mr. Thurston, you have referred to homesteading of these lands—government lands. That leads me to the general question on which we would be glad to have your view—as to the practicability of homesteading here on the Islands—the type of homesteading—there are more than one—that you think feasible. I would like to have your personal opinion.

Thurston: I am very glad to give it to you. I see by the papers that the subject has been very exhaustively discussed before you and it would not add to anything to go into the types, but on the general subject of homesteading I have very pronounced views. I have the honor of opening the first homesteads that were opened under the homestead law in 1889. I was Minister of the Interior, which department had control of the public lands. That was in the monarchy. It was acknowledged an experiment at that time, and quite a number of homesteads were opened, which were eagerly taken up. There is no question that homesteading up to the present time has not been the success that many of those who advocated it and still advocate it hoped for. It is not successful for a variety of reasons, which have been put to you so fully that it is not necessary for me to go over them again.

Fisher: What do you think is the principal one?

Three Drawbacks.

Thurston: There are two principal points—three principal points, in my opinion. The first is the lack of adequate transportation, the second is the lack of a market, the third is the general lack of encouragement which the leading people of the country in the locations of the homesteads have given to the movement. As to transportation—and I will say there is a reason which should also come in there, that there are comparatively few, at most no, industries in this country which a small cultivator can engage in and produce something which can be kept, stored and shipped away at leisure. In other words, the local market is so small that the production of vegetables and chickens and things of that kind does not pay—the market can be flooded by having an extra carload of cabbages come to town. In fact, I saw with my own eyes about

ten acres of cabbages raised by Mr. Eames so flood the market that a large part of them rotted on his hands.

Market Too Small.

Another difficulty is that the market is so small that it has not paid any large number of people to raise garden fruits to furnish the local market, consequently the local supply dealers have made their arrangements and placed their orders with California. Consequently, if a farmer comes in with a load of cabbages, he runs into a market that has already been oversupplied from San Francisco. That same kind of illustration runs through all vegetables here. Now, as to transportation of vegetables. Steamer connections are very irregular, consequently it shuts off almost all of the other islands from attempting to ship any vegetable stuff, as the only places where coast steamers touch are Kaula and Hilo. The direct Hilo steamers are freight boats running about five weeks apart and not running even regularly then. Fruit and vegetables decline to recognize steamer schedules and ripen at the right time. The Wilhelmmina has to come to Honolulu first, so that the large part of a crop of that kind is too long in reaching market to make a profit.

Fisher: Is the United Fruit Company doing business here?

Thurston: It does not. We have often tried to get the United Fruit Company to come here. When I was away I had a talk with the president of the company in Boston and tried to get him to come here. He informed me that it was entirely too small a market and too far away for that company to come to.

Fisher: Now, do you know how, for instance, the San Francisco market is supplied with bananas?

Thurston: It is supplied by the United Fruit Company from the Gulf of Mexico.

Fisher: By rail?

Thurston: Yes.

As to Coastwise Laws.

Fisher: How far do you think the provision in the coastwise laws affects the situation?

Thurston: It undoubtedly has an injurious effect on the situation.

Fisher: Do you think it is a serious question?

Thurston: I do.

Fisher: Suppose the coastwise restriction were removed, what reason have you for believing that there would be adequate transportation between here and the mainland?

Thurston: Well—it would enable foreign steamers to operate—enable them to operate at so much lower a price that they could make a profit out of what are losses of the United Fruit Company. I have been an earnest advocate of American passenger steamers to operate here.

Fisher: Then I understand that, taking everything into consideration, even though you might, there might be some advantage in the fruit business, you are not an advocate of removing the present restriction with respect to freight?

Another Vital Point.

Thurston: Not until a further attempt has been made to develop the fruit and vegetable business here—and that leads up to a third point, which I think is the vital one, as to why homesteading is not a success, and which seems to me, if covered, is the line along which success is to be sought. The question is frequently asked why a small man goes out in the West and takes up land with his pickaxe and a little capital and makes a success, whereas a higher class of man comes to Hawaii and makes a failure, and I size it up from perhaps not a complete knowledge of the situation to be conclusive. I simply submit it for what it is worth. I have been informed and from what I have seen in passing through the country that a man who takes up land in arid country or through any district that the Federal government is opening up, if he is capable of getting a shack over his head and if he has the manual skill and power to put in a crop of grain or wheat and deliver it to the railroad station, where he has a market—all this question of getting a market is eliminated—he has an exceedingly simple proposition. Now take that same man and put him on, say, Kapaa or any of the homestead lands that you have been visiting on Hawaii. There isn't a crop that is now produced in which he has an access to the mainland market which he can get to market there—either produce in a year or get to a market in a year that is in his control. Crops—pineapples take more than a year; many of them two and three years to mature. Therefore, he has, in the first place, when he is located in Hawaii, a long time to wait for a return, as against half a year in the States. He has in the States a market at his door where he can get his cash. Take the homesteader here. He has first to get his stuff to the landing. I know of one producer who has raised as fine corn as Iowa or Nebraska can produce, and he told me that it cost him more to get his corn to the landing than it would cost him to buy corn from the mainland. He has to pay freight to Kaula or Hilo, then the freight to San Francisco. Then when he has got on the ground he is a small man in a strange country and has no money enough or capital to go there himself. He is in the hands of the middle man—and I will say that from my observation of what the middle man in the fruit industry means in San Francisco or any other city in the Union, especially on the Pacific Coast, he is of the type of which any farmer would pray the good Lord to deliver him.

Beet Sugar Comparison.  
Fisher: Now, Mr. Thurston, there are two things you said—the first is the difficulty of the mainland farmer;

then there is the question of difficulties here. Now you are familiar, are you not, with the beet sugar industry in the West?

Thurston: Yes.

Fisher: Are you familiar with any of the irrigation projects of the West?

Thurston: By reading.

Fisher: I don't recollect in any of these that the mainland farmer has any of these rosy dreams that you speak of. He has to clear his land, he has to plant, before he can put it into sugar beets. And it was urged on me in a very extensive visit through many of the very best irrigated regions that the charges of the reclamation service are quite as high as the land was worth. If that is true there is no particular difference between the farmers' situation there and that here.

Thurston: The beet crop is sown in the spring and harvested in the fall, not more than six months in the ground. As a matter of fact, from my reading of largely official reports on the subject, the beet sugar—beets are not being raised by American farmers by their own exertions. I saw the report of the Commission of Labor in California when I was in Washington reporting the 98 per cent of the beet work in the fields of California was done by Japanese or oriental labor.

Fisher: Yes, that was California. Taking the beet sugar territory that is not in California, which is of enormous extent all through the central west I have seen the American farmer raising his own—working his own fields.

Thurston: My information is that the almost no Americans raising those, but that they are being raised by immigrants.

Americans in Industry.

Fisher: I have met hundreds of Americans—farmers who are raising beets with their own hands.

Thurston: I am very glad to hear it.

Fisher: The beet sugar farmer has not got any place to sell his beets except to a beet sugar mill, and there usually are not a surplus of them in any port or district. Of course, he has the advantage that by carrying his beets a little further he can reach another beet sugar factory so that if the factory is too exacting he does have something that approximates competition—that is not always true here. I fail to see any substantial difference on the point you mention as between the beet sugar farmer in the North or central west or the cane or pineapple grower here. Both of them sell their product to a practically limited market, to a mill, just as the pineapple man or sugar man must sell his product to a pineapple cannery or sugar mill.

Thurston: The principal difference is pineapples and sugar require about two years, beets take only six months.

Mainland Problems Many.

Fisher: That is more than made up by this fact—that on the mainland this land is invariably raw land. It all has to be cleared. If course you have in your lands here the same problem, but you have a great deal of these lands that are now being opened up, have long been under cultivation—in some cases the homesteader in Hawaii has the distinct advantage over the homesteader on the mainland because he goes on land on which he can plant immediately. Of course he has to wait a little longer for his crop, but I doubt it when you take into consideration that he has to clear that land and other preliminary operations. And that to the shorter time of the actual entry of the land and the production of the first crop. Take the fruit crop in Utah or in Washington or Oregon—anywhere through the central west where the great fruit lands have been developed—of course the waiting there is just as long as here. I would like to know whether you know of any difficulty here in the way of getting fruit on the market that has not been met and overcome by the mainland fruit grower.

Thurston: Without knowing what it costs your Western farmer to clear his land and get it in shape, I venture to question your suggestion that the expense of clearing the land and getting it in shape is as great as it is here.

[The statement will be continued later.]

THE EDITOR'S BRAIN

Did Not Work Well Under Coffee.

A brain worker's health is often injured by coffee, badly selected food and sedentary habits. The experience of the managing editor of a large prosperous newspaper with Postum illustrates the necessity of proper feeding for the man who depends on his brain for a living.

"Up to three years ago," writes this gentleman, "I was a heavy coffee drinker. I knew it was injuring me. It directly affected my stomach and I was threatened with chronic indigestion. It was then that my wife persuaded me to try Postum. The good results were so marked that I cannot say too much for it. When first prepared I did not fancy it, but inquiry developed the fact that the cook had not boiled it long enough, so next time I had it properly made and was charmed with it. Since that time coffee has had no place on my table save for guests. Both myself and wife are fond of this new cup which cheers but does not inebriate in a much truer and fitter sense than coffee. My stomach has resumed its normal functions and I am now well and strong again, mentally and physically."

"I am confident that coffee is a poison to many, and I have recommended Postum with great success to a number of my friends who were suffering from the use of coffee."



Black Velvet, Black Satin, Patent, Dull  
Calf, Tan Calf - - \$3.50 a Pair

McInerny Shoe Store



Via "Lurline"

# 12

# Indian

# Motocycles

Sold on Easy Payments

# E. O. Hall & Son,

Limited

Cor. King and Fort Sts.

Phone 1874, 1876 Office King St., next Young Hotel.

It is right side up with care.

# Union-Pacific Transfer Co.

Limited

handled by the

This ad is kapakahi but when your furniture is

# STAR-BULLETIN \$.75 PER MONTH